

Air Inquiry Report Will Be Delayed

Majority of the Committee Said to Take Gloomy View of Situation

Bristol Fiasco to Cost U. S. Millions

Ryan Puts Silence System Into Force and Keeps Programme a Secret

By Theodore M. Knappen

WASHINGTON, July 27.—Owing to the discovery of new material the subcommittee of the Senate Military Affairs Committee, which is investigating aircraft matters, may defer its report for two or three weeks. It is known that a majority of the committee entertains a rather gloomy view of even the present status of the aircraft programme, and what the whole committee may choose to do with a rather pessimistic report remains to be seen.

One member of the committee remarked today that when one had fallen to the bottom of a 2,000-foot shaft he couldn't get any further—which was the Senator's way of admitting that there may be some improvement in the situation.

A matter which is receiving much attention is that of the tardy beginning of the construction of night bombers on a large scale. So far as known, no night-bombing machines have been shipped to France, and but few have been completed. Many well informed persons hold that large numbers of the huge night bombers are the most important contribution America can make to military aircraft.

On account of the slowness and low flying of the larger machines with their tons of bombs they can only be used advantageously at night, hence the designation of them as night bombers.

Trying to Choose Type
The first large contract for the Caproni type was not let until May and the first Handley-Page was not completed until July. It is assumed that a large contract was let for this type following the successful demonstration at the Standard works in Elizabeth, N. J. The delay has been largely due, it is said, to vacillation between the Italian and British influence on our aircraft designers.

The Italian influence became paramount in the spring and an order was placed with the Fisher Body Company, of Detroit, for 1,000 Capronis. Now that the Bristol two-seater has been abandoned and the great Curtiss plant at Buffalo is free of the incubus that held it down for months, it has re-

ceived a large Caproni order. Both kinds of night bombers are equipped with Liberty motors.

The abandonment of the Bristol also marks the beginning of the manufacture of pure pursuit planes in this country on a large scale. Hitherto our people have either inclined to depreciate the pursuit plane's importance or they have held that it was better to leave its manufacture to our Allies, while we concentrated on the heavier two-seaters and night bombers. The English model known as the S. E. 5, presumably with the Hispano-Suiza motor, has been ordered into large production at the Curtiss plant, and the assurance has been given that at last that plant will have a definite pattern to follow instead of fluctuating changes. No changes will be made in the model except those necessary to adapt its parts to quantity production. No effort will be made in the midst of production to make an improvement on the model.

Some idea of the financial loss involved in abandoning the Bristol may be gained from the fact that the abandonment has cost 1,500 workmen their positions, temporarily at least, and there seems to be some implication that many of them were long retained on the payrolls doing little or nothing in order to have them ready for the "get-away" on the Bristol that never came.

The Senate Military Affairs Committee has now called on the Aircraft Production Committee for a detailed statement of what the fiasco cost, all told. It will probably be around \$5,000,000 or \$6,000,000. The new aircraft programme has adopted a policy of intensified secrecy which is self-protective rather than military in its purposes. John W. Ryan is strong for low visibility. It is, therefore, almost impossible to learn anything about the new production programme, but there is reason for believing that instead of involving gradual discarding of the Liberty motor in favor of foreign or American models, the original eight-cylinder Liberty will be revived for use in certain types of planes.

Problem of Ships Too

Big for Canal Solved

Big Lake Steamers, Cut in Half, Will Be Turned on Edge

Transporting a steamship 458 feet long, 50.2 feet wide and with a depth of 25 feet through a canal that is only 44 feet wide, accommodating a draft of 14 feet and an extreme length of 265 feet, with the cutting of the ship in only one place, is a problem that the United States Shipping Board believes it has worked out to bring from the Great Lakes for war service the steamship Charles R. Van Hise.

The Van Hise is one of 190 vessels which the United States took over when the Great Lakes when America entered the war. Ships of the size of the Van Hise—a 9,000-ton deadweight carrier—are needed; it was impossible to widen the locks, and the engineers of the Shipping Board were instructed to solve the problem.

They met the problem by planning, after the ship has been cut in two amidships, to overcome the handicap of length, to bulkhead up the two halves, remove masts, funnels and deck houses, watertight the deck, place steel pontoons one side of each half hull, fill the other side with water to tip each half on one edge. This will give to each half a breadth, measuring from deck to keel, of 25 feet, allowing sufficient room to tow the section through the locks.

Michigan Shipyard Launches 3,500-Ton Boat in 14 Days

(Special Dispatch to The Tribune)

WASHINGTON, July 27.—A new record in steel shipbuilding was made yesterday by the Great Lakes Engineering Company at their Ecorse (Michigan) plant, when a 3,500-ton steel vessel was launched fourteen days after its keel was laid. This is declared a world's record in the construction of a vessel of this type by officials of the Shipping Board.

It also places the Great Lakes districts abreast of the East and West in records made by the building of the 5,500-ton Tuckahoe in thirty-seven days and the launching of the 12,000-ton Defiance in thirty-eight days.

A. C. Pessano, in a telegram concerning the new ship to Shipping Board officials here, said:

"The ship is 263 feet long, with a beam of 43 1/2 feet. Its keel was laid July 11, and no work has been done on Sundays, thus making fourteen working days from the laying of the keel to the launching of the boat. All credit for this supreme and remarkable record is to be given to Superintendent Charles A. Baisley and his men."

Director General Charles M. Schwab replied as follows:

"Your telegram announcing the launching from your Ecorse plant today of a ship constructed in fourteen days is indeed welcome news to me on my arrival home. I remember with much pleasure my visit to this plant and the kindly and interesting reception given me by the workmen. I then remarked that I felt they were equal to any unusual task that might fall to their lot, and your telegram today convinced me that my judgment of them was correct. I heartily congratulate you."

Enlisted Marines to

Get Chance to Fly

Course at Massachusetts Institute of Technology To Be Afforded

WASHINGTON, July 27.—Enlisted men in the land and sea service of the Marine Corps are now getting a chance at Marine Corps aviation, the newly added phase of marine activities. The aviation section is being rapidly expanded, it was announced today, and, in accordance with the general policy of the Marine Corps, enlisted men get the first chance to qualify as aviators.

Accepted candidates are given a ten-week course at the navy ground school, Massachusetts Institute of Technology, followed by three months of flying training. Ground school students rank as gunnery sergeants, and completion of the flying training brings a lieutenant's commission.

New Hotel Annex for Soldiers

The New York War Camp Company Service has opened Unit No. 18, at 35 West Twenty-fifth Street, the use of the premises being the contribution of Mrs. George T. Bliss, of 9 East Sixty-eighth Street. There are 100 beds available and the unit will be an annex to the Service Hotel, formerly the Hotel Earlington, at 49 West Twenty-seventh Street.

Nahma Slips Into Waves and Sticks In Bank of Mud

First Vessel Launched by Downey Plant Strikes Water Four Feet Deep

Rests on Oil Pipes

Ceremony Witnessed by Throng of Notables, Miss Eaton Serving as Christener

The Nahma, an earnest and literal-minded steel freighter of 7,500 tons, whose name was chosen by Mrs. Woodrow Wilson, was launched yesterday in the yards of the Downey Shipbuilding Corporation, at Arlington, Staten Island, amid cheers, fluttering banners, flaming champagne and patriotic music.

"I christen thee Nahma—Over the top with the best of luck!" cried Miss Aubrey Eaton, daughter of Dr. Charles A. Eaton, head of the ironer service section of the United States Shipping Board, as she crashed the bottle of wine against the Nahma's bow.

Goes "Over the Top"

With her hawse-holes staring goggle-eyed at the throng of notables on the platform, the vessel tobogganed down the ways, swished into the water, drove across 400 yards of seaway while guiding ropes snapped, and went over the top of the mud bank, jamming forty feet of her stern firmly into the mud, which was concealed by only four feet of water.

With the best of luck they hope to get the to-be christened freighter out of her plight at high water this morning before her weight crushes any of the six Standard Oil Company pipe lines that are buried in the mud in which she rests. Her keel is squarely on one of the pipes. A shift of wind to the west would endanger the other five.

It was 12:15 p. m. when the band struck up "The Star-Spangled Banner" and the vessel started down the ways. After the excitement was over Miss Eaton discovered she had cut her hand on a splinter of glass from the champagne bottle. She noted the wound when she accepted a great cluster of La France roses, which one of the employees handed to her.

An acrobatic feat, which over the yard during the launching ceremony, Prominent Visitors.

Among the guests were Mr. and Mrs. Wallace Downey, Dr. and Mrs. Eaton, Mrs. Luman Wing, A. C. Pessano, president of the Great Lakes Engineering Company, and Colonel Thomas Gray.

The Nahma is 398 feet long, 52 feet beam and has a depth of 30 feet. Her keel was laid on November 24. She is the first vessel to be completed at the Downey plant for the Emergency Fleet Corporation. Nine others are to be built.

One of those who spoke after the launching was Captain Bookwalter, general manager of the Hog Island Shipbuilding plant, who said that it would not be long before ships were leaving the ways there at the rate of one a day. Other speakers were Dr. Eaton, Mr. Downey and Mr. Pessano.

First Concrete Ship Slides From Ways in New York Waters

The first concrete ship to be launched in New York slid into the blue water of Long Island Sound at North Beach yesterday afternoon.

She is to be a half-working barge, dedicated to the unromantic task of carrying oil for the Standard Oil Company, and for that reason no one thought yesterday to christen her a pretty name. Mrs. Herman Fougner, wife of the president of the Fougner Concrete Shipbuilding Company, broke a bottle of champagne across her bows, and she splashed into the tide and was at once towed to the Empire Ship Company's yards without further celebration.

The boat is 100 feet long and 32 feet wide, with a displacement of 500 tons. It has been three months in construction, and Mr. Fougner stated that it cost less than a similar sized barge of either wood or steel. Six other boats of the same size are now under way, and plans are being made for the construction of 3,500-ton boats.

U. S. Has 118 Fully Equipped Shipyards And 44 Building

WASHINGTON, July 27.—America's great chain of ship manufacturing is approaching completion. There are now 118 fully equipped shipyards in the United States and forty-four partly complete, of which twenty-three are more than 50 per cent finished and only six less than 25 per cent ready to begin building tonnage.

Many have been built from the ground up, while the others have been extended and enlarged to such a degree that many of them amount almost to new yards.

The building of ships has been such a fascinating problem to Americans that they have been quick to lose sight of the herculean task of organization and development which had to precede the construction of new yards to beat the submarine. Back of the weekly outputs of tonnage has been a long stretch of work, sometimes discouraging, always necessary, which only just now is nearing completion.

Thirty-seven steel yards, which the United States had when the war began, have grown to seventy. The old yards have been increased from 152 ways to 195, and more are being added. Eighty yards for building wooden ships now are in operation or nearing completion. The rest are for building concrete ships.

Hog Island, the greatest of all shipyards, and one of the four government fabricating yards, is 90 per cent complete and will launch its first ship next month. Mrs. Woodrow Wilson acting as sponsor, Bristol and Newark, two other fabricating yards, are almost complete, while Wilmington, N. C., the fourth was commenced only in May and is still in its infancy.

Wherever expansion can be made efficiently, the Shipping Board is lending its aid to increase the capacity of existing yards. Within the month eighteen new yards have been ordered added to the country's ship manufacturing—such as Chairman Hurley prefers to call them, for America is getting ready to "manufacture" ships instead of building them.

The Alameda, Cal., plant of the Bethlehem Shipbuilding Corporation has been authorized to add ten new ways at an estimated cost of \$20,000,000. The same company's yard at Sparrows Point, Md., is adding three additional ways at a cost of \$3,000,000. The New York Shipbuilding Corporation, at Camden, N. J., is building five new ways at a cost of \$7,000,000.

The 118 yards which are complete are distributed sectionally as follows: Pacific Coast, forty-eight; Atlantic Coast, thirty-eight; Great Lakes, sixteen, and Gulf Coast, sixteen.

New Conservation Requirements

Deliveries restricted to one trip a day over a route.

Return privilege limited to three days from purchasing date.

Special deliveries restricted.

Gimbel Brothers

32nd ST. - BROADWAY - 33rd ST.

Many Things of Interest Monday

For Details See Times, World and American

A Sale of 500 Women's Silk Umbrellas
Remarkably Priced at \$3.25

The women's umbrellas come in colors and black. Can be used both for rain and as a sun parasol. A good assortment of handles.

Carved, plain. Silk case and silk cord loop to hang on arm.

GIMBELS—Main Floor

Surely No More Charming Additions to a delightful Frock than

L'opera PEARLS

Opera length pearls of pink tinted sheen in graduated styles. About 27 inches in length and mounted with a solid gold clasp, \$5.95.

Delicate cream tinted opera length pearls. Graduated styles and mounted with a gold plated clasp, \$3.95.

16 inch cream tinted French filled pearls prettily graduated and mounted with a torpedo shaped clasp, \$1.95.

Uniform or graduated pearl necklaces mounted with a solid clasp, \$1.50.

Other necklaces at \$1 to \$150.

GIMBELS—Main Floor

A Very Extraordinary Bathing Suit at \$3.95

Made of a beautiful grade of lustrous, medium weight surf satin—the kind that is even more lustrous when wet. And who could think of a more charming model than this one, with its straight lines, except for the bit of fullness at the shirred yoke, either side and in back?

The sash belt suggests ever so many clever ways of tying.

All black, and here in all sizes.

The saucy cap the girl in the picture is wearing is of rubberized black and white striped sateen, with a wired knot of cerise.

\$1

GIMBELS—Third Floor.

The Restaurant and Buffet Chantilly
Present their Compliments & Invite you to be their Guests

Part of a Sample Menu

SERVICE (HOT)
Boiled Chicken Halibut Hollandaise Fresh Vegetables—55c
Curried Lobster Rice—65c
Chicken Cutlet Fresh Vegetables—55c
Boiled Beef Tongue New Carrots and Peas Potato—60c
Roast Spring Lamb Fresh Vegetables—65c
Half Fresh Spring Chicken a la Maryland—\$1.00

SERVICE (COLD)
Composite of Fresh Fruit—55c
Jellied Chicken or Beef Consomme—15c
Crab Salad Surprise—50c
Boiled Kennebec Salmon Tartar Sauce
Assorted Salads—50c

Gimbel Brothers
Eighth Floor

Women's Satin Dresses

in engagingly smart styles that emphasize the modish silhouette and disclose the advance trend of fashion

Priced Advantageously Low

These are but a very few of the delightful models that comprise this Gimbel showing.

At least fifteen other irresistible styles in satin and satin compose dresses are here for the smart woman's selection.

The extremely moderate prices are specially inducing features.

Joffrette

Mandarin tunic model, embroidered in gold and color.

Made with fringed Spanish sash and accordion pleated drop skirt.

\$38.50

Victoire

Apron panel model with long-line basque bodice tying at the back. Embroidered in braid and colored silk.

Entire drop skirt accordion pleated.

\$25.00

Loulette

Chinese coat model embroidered lavishly in motifs of cable stitching.

Sleeves and collar lined with cerise satin.

\$47.50



Loulette

Liliane

Winged tunic model with the bodice simulating a back buttoning.

Embroidery of beads, gold thread and silk.

\$25.00

Particularly Shown in the Favored Navy Blue and Black; Also in Seal Brown and Plum.

GIMBELS—Third Floor

Solange

Composé model of satin and Georgette crepe, heavily beaded and silk embroidered.

Featuring the collarless neck, apron front, back and fringed drop sash.

\$65

\$39.50



Solange

Brushed Wool Trimmed Coat Sweaters

Very Specially Offered at \$6.95

Soft, excellent Shetland knit wool in the buttoned coat fashion which many prefer as being so easy to slip into and out of.

Made with patch pockets and tassel-finished tie sash.

Here in maize, yellow, Nile green, raspberry, rose, pink and plum. Sailor collar and turnover cuffs of the white brushed wool.

GIMBELS—Third Floor.

JUST RECEIVED! 56 More Cases
of Men's and Women's

Walk-Over Shoes

Men's Shoes

High and Low

\$3.95

Including Gimbel Shoes.

Women's Shoes

High and Low

\$2.95

Including Rice & Hutchins and Gimbel Shoes.

All shoes will be displayed on special tables in the Subway shoe store on the Balcony

Featuring Samples, Surplus Stocks and Factory "Rejects." Practically all the newest styles and colors. All sizes included, but not all sizes in all styles.

GIMBELS—Subway Balcony

Brooklyn, New Jersey and Long Island Customers—Direct to GIMBELS via Tubes and Subways

The FRANKLIN SEDAN

Today's Great Car—Sturdy for Men; Safe for Women; Economical for Both.

Time changes customs. Conditions alter viewpoints. There may have been a time when the average woman purchased an automobile because the design was a new departure, and the interior was to her liking.

Today she looks further. She knows more about cars. She demands, not only a fine-looking car, but a fine-acting car also—one that is sturdy for men; safe for women; economical for both.

The Franklin Car did not win the admiration of women drivers on any single element such as beauty, ease and safety of handling, quick responsiveness in crowded city traffic, or riding comfort; but rather through the combination of all these qualities, which result in its remarkable showing of—

13-20 miles to the gallon of gasoline—instead of 8
10,000 miles to the set of tires—instead of 5,000

No other fine car in the country today can equal the consistent economical performance of the Franklin. Because no other fine car is constructed on Franklin principles which make for economy.

If you haven't seen the Franklin Car with its many new features, and especially the Franklin Wide-Window Sedan, which affords almost unobstructed range of vision, come and see it today.

Not only will you have an opportunity of viewing the only fine car that fully and completely meets the national need of motoring economy, but also of learning the reasons for its mechanical excellence.

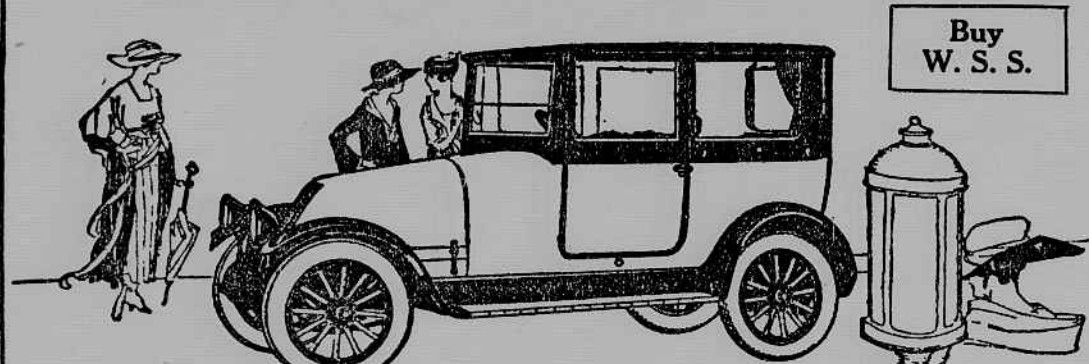
Come see it today, or we'll bring it to you at an hour's notice.

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